

MOST BEAUTIFUL NEW ENGLAND TOUR

Here Are 500 Amazing Miles
to Delight the Motorist's
Heart.

By M. ROCAMORA,
President of the Automobile Green
Book Co.

New England has been called "The Playground of America," and it is an apt designation, for nowhere else in America on a 500 mile trip can such diversified scenery be found. The North Shore, with its beautiful drives and homes, resembles somewhat the New Jersey coast, but is more rugged with waves dashing on the rocky shore, while farther north the beautiful beaches exist; the famous Daytona Beach. The scenic White Mountains are not so rugged as the Adirondacks, but are equally beautiful.

The "Perfect Tour" outlined is one which has delighted tourists from all parts of the country, and no matter how often the trip is made new scenic beauties unfold. Leave Boston over the Harvard Bridge, following the blue bands through the manufacturing parts of Cambridge and Somerville, coming on the Fallway and crossing the Mystic River Bridge in Medford. Here was made the famous run of pre-Volstead days. Turn right on the Revere Beach boulevard and pass through Revere Beach along one of the finest beaches in America.

Lynn, the next city, is one of the large shoe manufacturing cities of the country. The Lynn Shore Drive is a truly beautiful boulevard and leads through the famous village of Swampscott to Salem. The tourist passes the historic witchcraft delusion. Contrary to popular belief, no so-called witches were ever burned at Salem or in any other American city. Many so-called witches were prosecuted during the period of the delusion.

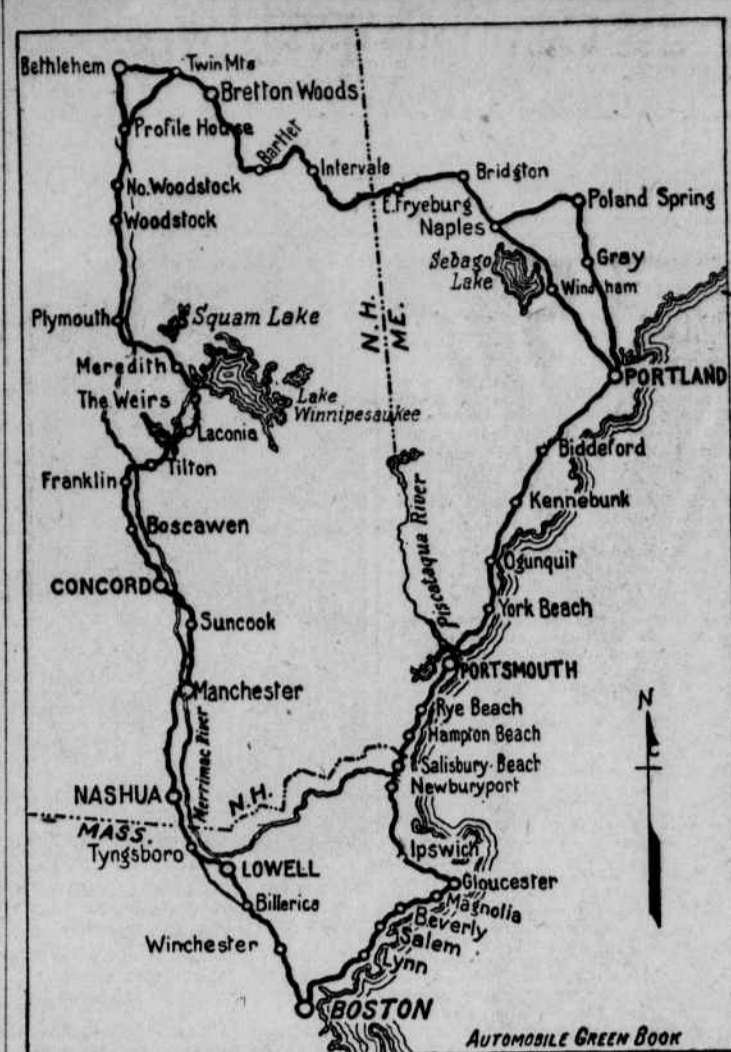
At Beverly, Hamilton and Magnolia will be seen some extremely beautiful homes and estates. William Howard Taft, while President, established here the summer capital. The route turns to the left just at the entrance of Gloucester, but the tourist will find this city well worth a visit. Gloucester was the first Massachusetts Bay colony and was established in 1623. The fishing industry predominates, and the fishing boats not only are built for rough ocean going work, but also for speed. As is evidenced by the yearly contest with the selected Nova Scotia boat.

The route swings in from the shore, following a beautiful road, until Ipswich is reached. This historic town contains the homes of many of the early settlers, the Rogers House on High street having been built in 1727. Newbury Old Town was a famous shipbuilding and shipping port, and during the Revolution many privateers were outfitted there. Just beyond Newburyport the Parker River is crossed and the route swings east again to the shore at Salisbury Beach. The famous rockbound coast is here in evidence, and one of the most beautiful sights is the water dashing against the rocks, while in the spray on a sunny day may always be seen rainbows of brilliant hue.

Before reaching Portsmouth, the only seaport of New Hampshire, a turn to the left will take the tourist to New Castle. It was here that the peace treaty which ended the Japanese-Russian war was formulated. Leaving Portsmouth over the chain bridge, the tourist enters Kittery, Me. On one of the islands, part of this town, was built the "Ranger," which was commanded by John Paul Jones during the war of 1812. The route follows along the shore to Ogunquit, then straight northeast over a beautiful road to Portland, the largest city in Maine. Lovers of poetry will visit the birthplace of Henry W. Longfellow on Congress street. Portland is a beautiful city and the parks and public buildings are worth a thorough inspection.

The shortest and probably best road to the White Mountains passes through Windham and Raymond, but tourists are advised to take the longer route through Gray and visit the famous Poland Spring. One of the hotels at that place boasts that its doors have never been closed since 1794, and always under the same family management.

Naples, the next town, is beautifully



situated and every summer is filled with guests from many of the large Eastern cities. At Bridgton, the motorist gets his first view of the White Mountains. Throughout all this section of Maine there are many camps, and the tourist who is tired of hotel life may here find a place to rest, where fishing, hunting, sailing and canoeing add to the pleasure. Before reaching Fryeburg, the tourist passes Lovels Pond on the left. A monument is erected on the shore to commemorate the battle fought by Lovell with the Pequod Indians.

East Fryeburg is a rather interesting place, and the inhabitants boast that Daniel Webster taught school there. After crossing the Maine-New Hampshire line, the wide gravel road is delightful and the wide, properly banked curves make the tourist wish that there was no speed limit. The several villages contain excellent hotels and garages, and many tourists locate here for the summer. Beyond Bartlett is the celebrated Crawford Notch, and the road continues to ascend until you reach an altitude of about 2,000 feet above sea level. The Notch is extremely picturesque, and while some of the grades are steep, the road is kept in excellent condition. Just beyond the Notch is the site of the old Willets House, which was the first hotel in that section. About the year 1828 a landslide destroyed the hotel and killed all the inmates, including the Willets family.

Bretton Woods, in the heart of the White Mountains, is one of the most beautiful sections of the country. The scenery in every direction delights the eye, though Mount Washington toward the east is most commanding. A trip up the incline railway with the wonderful view from the top is one never to be forgotten. At Twin Mountain, the main route is direct to Profile House and the Franconia Notch, but the tourist will enjoy the slightly longer route through Mapleswood and Bethlehem. The latter town boasts of its thirty hotels and excellent accommodations may be had at prices to fit the purse of every tourist. Beyond Bethlehem the road descends and passes through the Notch with its towering cliffs. Be sure to see the "Old Man of the Mountains," that world famous profile. Thence through the Flume the road descends, coming into the beautiful Pemigewasset Valley. This valley is typical of New England's quiet and orderly scenery, with its excellent, well kept farms and buildings. A direct route through Bristol to Frank-

lin may be taken, but the more scenic route is through Meredith, The Weirs, Laconia and Tilton. Much has been written of beautiful Lake Winnepesaukee and its thousand and one islands, but the tourist must visit it in order to appreciate its many charms. At Franklin the motorist turns south through the beautiful Merrimac Valley, most of the time traveling within sight of the river. Concord, through which the route passes is the capital of New Hampshire and was settled in 1726 on the site of the Indian town of Penacook. Franklin Pierce, the tenth President of the United States, was born at Concord and was buried there. Mary Baker Eddy, who founded the Christian Scientist Church, was born at Concord and lived there, her home being on Pleasant street.

Manchester, situated largely on the east side of the Merrimac River, is a manufacturing town, containing one of the largest textile mills in the country. Nashua, the largest town in New Hampshire, through which the route passes, is a very pleasant little manufacturing town. Following along the Merrimac River, the tourist passes into Massachusetts and into the small village of Tyngsboro, recrossing the river to the east side and following the boulevard into Lowell. He can avoid the center of Lowell by continuing ahead at Tyngsboro instead of crossing the river and following a very excellent road through Billerica and Winchester. From Winchester into Boston the route follows along the Mystic Lakes and along the Mystic Parkway through Arlington and Cambridge to the Harvard Bridge.

ROBERT LURIE & CO. GETS BIG FRANCHISE

Robert Lurie & Co., Inc., of 125 West Forty-ninth street has been made Eastern representative of the well known Herschel Spillman Motors and Parts. The company is equipped to give immediate service to all truck and passenger car owners.

Lurie has been well known in New York for twenty years. He is planning an extensive campaign in the Eastern district, and a wholesale distributing department is to be established.

Clarence Lurie, who formerly handled the wholesale business for the Metz Motor Car Company in the East has been placed in charge.

EARL MAKES FINE ECONOMY RECORD

George Morrow, local Earl distributor, was in receipt last week of a report on Earl economy that went far beyond the claims he has been making for this car. In an official test, covering 360 miles—a cross mountain run from Los Angeles to Camp Curry in the Yosemite—a stock touring model averaged 30 miles to the gallon.

This run included a climb over difficult roads to an elevation of 11,000 feet at the pass in the Yosemite Mountains. Only 13 gallons of gasoline and one pint of oil were consumed.

PRACTICAL PARAGRAPHS.

Spring Preservative.

One of the best lubricants and preservatives for the leaves of automobile springs is flake graphite and lubricating oil mixed to a consistency of a paste and applied with a paint brush. This prevents the accumulation of rust and contributes to the easy riding qualities of the part.

Gasoline Logie.

A simple but frequently forgotten precaution in regard to filling the gasoline

tank is that the mouth of the gasoline can should be carefully wiped off before filling to remove any dust or dirt that may have lodged there. Otherwise, in the absence of a strainer, the gasoline will carry the accumulated dust into the tank and later there will be trouble with clogged pipes or carburetor.

Scratches on Body Work.

While a deep gouge in the car's body work will usually call for the attention of the coach builder, still the really skillful owner may be able by running into the scratch beeswax and resin melted together and then smoothing off the surface and repainting to accomplish a satisfactory repair.

Testing the Mixture.

If the mixture is suspected of being too rich shut off the fuel in the tank and open the throttle. If the mixture passing into the cylinders is too rich the engine speed will increase as the level of the gasoline in the float chamber is lowered, since this operation weakens the mixture considerably. If the mixture is thought to be too weak the float chamber can be flooded while the engine is running, and if this causes the motor to speed up it may be known, with slight indication that the mixture is not rich enough.

Along the Row

William C. Poertner, president of the Poertner Motor Car Company, Inc., metropolitan distributors of Durant four and six, has just been notified that Durant four-cylinder car No. 10,600 has been turned out by the plant at Long Island City.

"To build 10,000 four cylinder cars in seven months' time is surely a record for automobile factory production," says Mr. Poertner.

"I want to call attention to a record of an equally significant kind made by our own organization. More than 2,000 Durant cars are now in use in the metropolitan territory, distributed through the Poertner Motor Car Company houses in New York, Brooklyn and Newark, and by more than sixty-two sub-dealers of ours within fifty miles of New York city."

A new taxicab has just been announced by the Reo Motor Car Company, Lansing, Mich., according to advices which have been received by George Stoka, general manager of the Reo Motor Car Company of New York. A description of this new taxicab, or "Reo-Cab," as it will be known, has not been received.

According to Mr. Stoka the body is designed to meet the severe service which

this class of vehicle is subject to. Every item of its construction is specified to give the greatest amount of service, and to eliminate all unnecessary expense. The frame work of the body is of selected ash and maple. The panels are of twenty gauge steel fitted so they may be easily removed if necessary.

From Cleveland, Ohio, to Allentown, Pa., is a distance by road of 444 miles. Clayton Kline of Allentown drove the route in sixteen hours. His good Maxwell averaged nineteen miles to the gallon of fuel and consumed two quarts of oil. It must be remembered that a large part of this trip is through the Allegheny Mountains, over steep slopes and bad roads, which makes the

records for speed and mileage truly remarkable.

In Toledo, Ohio, another good Maxwell ran continuously for 142 hours, completing 4,000 miles for an average speed of approximately twenty-eight miles an hour. This run was made over bumpy streets, good pavements and muddy roads, the motor lasting at no time and never overheating in spite of the continuous strain of 142 hours constant work. The car ran about twenty-four miles to the gallon of gasoline and 450 miles to the quart of oil.

R. B. Branwell, for fourteen years advertising manager of the Maxwell Tire Company, died of pneumonia last week. He will be greatly missed.



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Oldsmobile FOUR

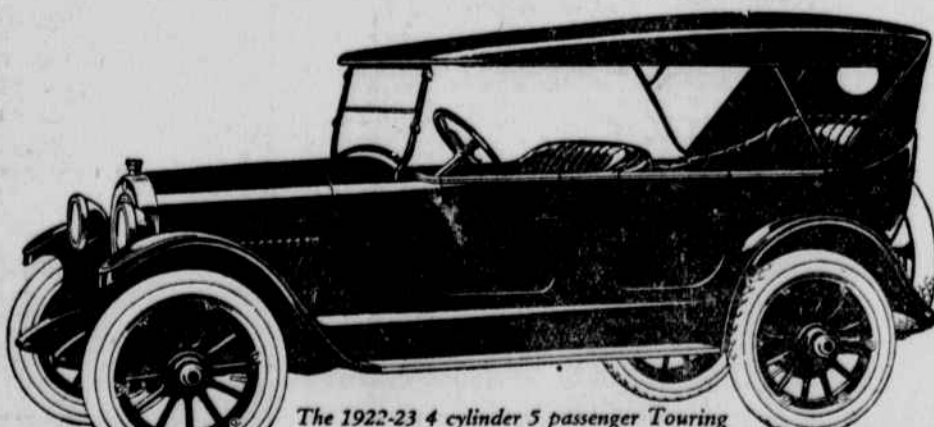
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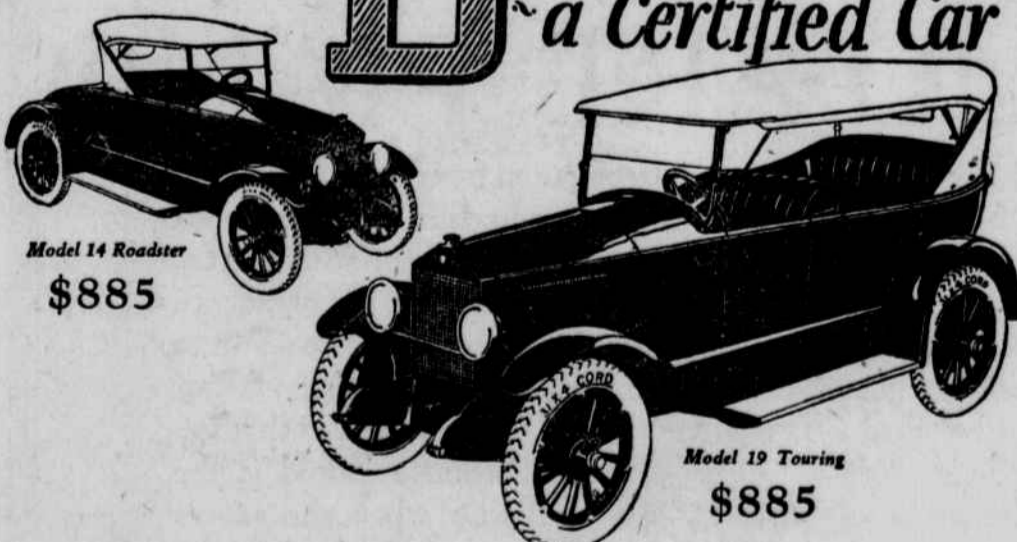
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